

TRAFFIC ENGINEERING DEPARTMENT



ANNUAL REPORT

1968

CITY OF PROVIDENCE, RHODE ISLAND

FRANK A. TIBALDI
TRAFFIC ENGINEER



JOSEPH A. DOORLEY, JR.
MAYOR

TRAFFIC ENGINEERING DEPARTMENT

60 ERNEST ST., PROVIDENCE, R. I. 02905 Telephone 781 - 4044

April 8, 1969

The Honorable Joseph A. Doorley, Jr.
Mayor of Providence
The Honorable City Council
Providence, Rhode Island

Gentlemen:

We are hereby submitting for your consideration the Annual Report of your Traffic Engineering Department for 1968. This department was established by the adoption of Ordinance No. 592, approved October 21, 1948; and the department has been in active operation since March 1, 1949.

This report is compiled to review the activities of the department, including physical changes that have been made in the street system, changes in traffic regulations, and a breakdown of annual expenditures necessary to continue this effort.

The problem of better use of existing streets will continue to be one of the department's major functions. The modernization program of updating traffic signs, signals and markings will also be continued to bring all traffic devices into national conformity.

The shortage of engineers and technical personnel has slowed the operations of this department. We hope to be able to remedy this situation by reorganizing the department, and requesting new positions for technical employees.

Through your continued support we hope that a safe, efficient transportation system can be assured for Providence.

Very truly yours,

Frank A. Tibaldi
Traffic Engineer

IN CITY COUNCIL

MAY 1 - 1969

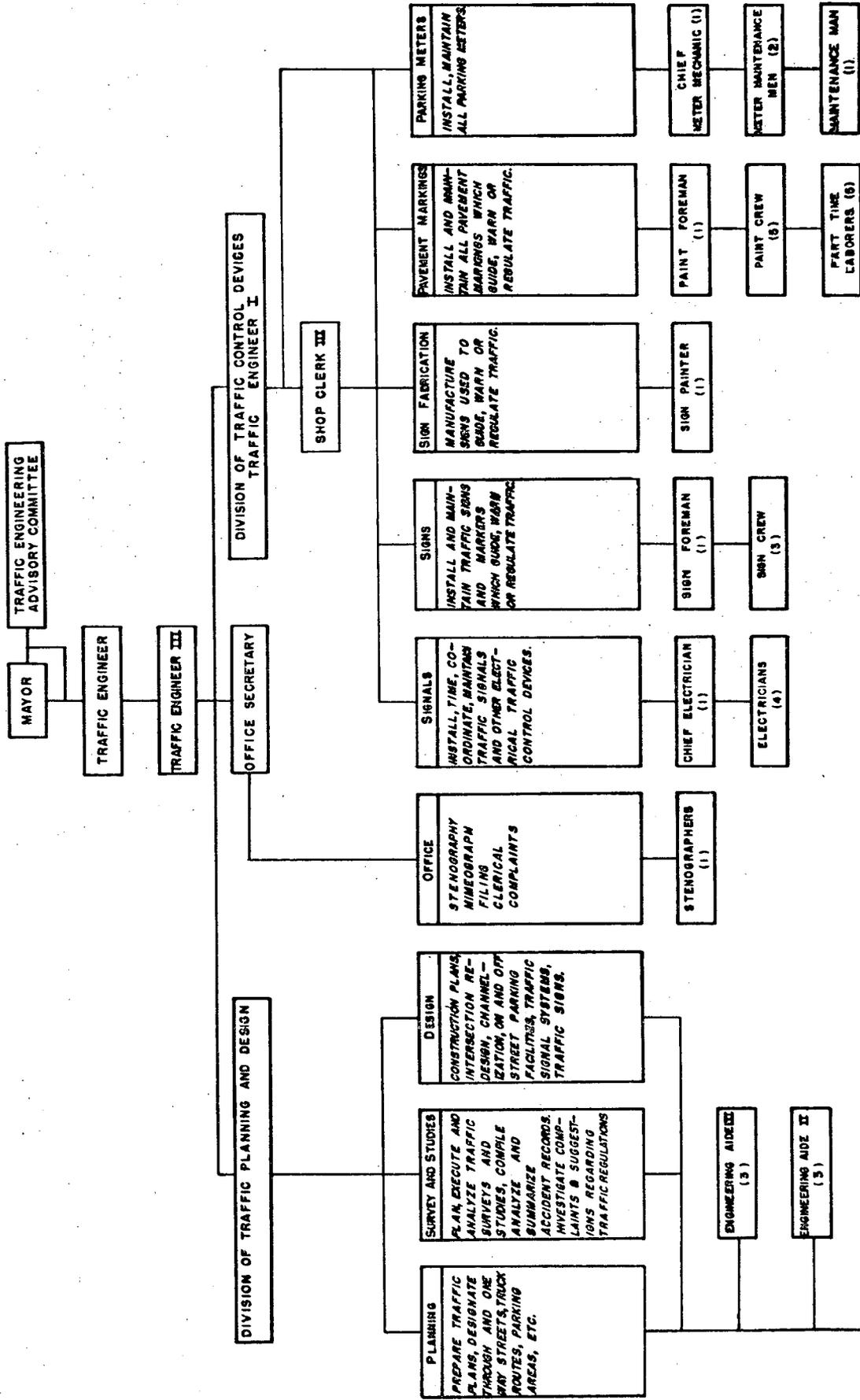
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READ:

WHEREUPON IT IS ORDERED THAT
THE SAME BE RECEIVED.

CLERK

CITY OF PROVIDENCE TRAFFIC ENGINEERING DEPARTMENT



REVISED 1-31-60 DATE

Frank J. Hall
TRAFFIC ENGINEER

INTRODUCTION

It is the policy of this department to provide the City of Providence with the best possible use of our existing street system.

Processing of the continuous stream of traffic requests and complaints constitutes a large part of the department work. From the time the request is made until the time our crews install the traffic controls on the street, appropriate surveys must be made, and pertinent information compiled to assure a proper evaluation. The principle behind gathering this information is to place any decisions regarding changes in control or regulation on a factual basis, rather than on a basis which relies strictly on personal opinion.

When the decision is made, and the traffic regulation written, notification is sent to the shop superintendant to implement the traffic orders, and copies of the traffic regulation are sent to the Commissioner of Public Safety, various Police divisions, the City Solicitor, the Chamber of Commerce, the appropriate councilmen, and the Press.

All traffic regulation changes are advertised once a month in one issue of the Providence newspaper, in accordance with the provisions of Ordinance No. 592. When the necessary signs, signals, painting, etc., are completed, the regulation becomes effective.

BUDGET 1967-1968

<u>Item</u>	<u>Original Appropriation</u>	<u>Transfer</u>	<u>Spent</u>	<u>Returned General Fund</u>
O	\$184,983.77	--	\$152,841.26	\$19,526.51
I	34,192.00	\$9,616.00	43,714.39	93.61
II	39,330.00	3,000.00	42,325.04	4.96
V	<u>36,360.00</u>	<u>--</u>	<u>23,431.26</u>	<u>12,928.74</u>
	294,865.77	12,616.00	262,311.95	32,553.82

TYPES OF TRAFFIC SIGNAL EQUIPMENT IN OPERATION

Traffic Actuated Equipment (Vehicle actuated only)	55
Traffic Actuated Equipment (Vehicle and Pedestrian actuated)	20
Fixed-Time Equipment (No pedestrian signal heads)	89
Fixed-Time Equipment (Equipped with pedestrian signal heads)	32
Special Pedestrian Crossing	5
Flashing (Red and Amber)	2

NEW INTERSECTIONS INSTALLED

Admiral and Douglas

Broad and Thurbers

INTERSECTIONS MODIFIED TO MEET FEDERAL STANDARDS

Atwells and Service Road #7

Broad and Farragut

Broadway and Service Road #7

Clifford and Dorrance

PEDESTRIAN SIGNALS MODIFIED TO MEET FEDERAL STANDARDS
(Central Business District)

Exchange Street and Exchange Place

Exchange Street and Exchange Terrace

Washington and Mathewson

Washington and Union

TRAFFIC SIGNAL PROJECTS FOR 1969

NEW INSTALLATIONS

Westminster and Green
North Main and Thomas
Allens and Thurbers
Fountain and Green
Washington and Green

MODIFICATIONS TO MEET FEDERAL STANDARDS

Broad and Plenty
Allens and Public
Allens and New York

PEDESTRIAN SIGNAL MODIFICATIONS
(Central Business District)

Westminster and Empire
Weybosset and Empire

MAINTENANCE WORKTROUBLE CALLS DURING WORKING HOURS

Mechanical or electrical	305
Lamps burned out	428
Damage to equipment	158
No trouble found	61

TROUBLE CALLS DURING NON-WORKING HOURS

Mechanical or electrical	354
Lamps burned out	183
Damage to Equipment	57
No trouble found	57
Miscellaneous	163

SIGN INSTALLATION AND MAINTENANCE

New installations	687
Signs replaced	3152
Signs repaired	680
Steel posts installed	1032
Moveable standards placed	675
Parking meter posts	327

SIGNS MANUFACTURED

Reflectorized - Wood blanks	1056
Painted wood blanks	2906

PAINTING

Gallons of reflectorized paint used	3750
Miles of street marked (total program)	114.7
Miles of street repainted this year	95
Number of streets marked (total program)	127
Number of streets repainted this year	108
Number of intersections marked with crosswalks (total program)	697
Number of intersections repainted this year	532

TRAFFIC REGULATIONS ESTABLISHED

Parking Regulations	103
No Parking 8AM to 4PM Schooldays	1
No Parking 8AM to 10AM Schooldays	3
10 Minute Parking	1
30 Minute Parking	1
1 Hour Parking	8
2 Hour Parking	4
3 Hour Parking	1
12 Minute Metered Parking	1
30 Minute Metered Parking	1
1 Hour Metered Parking	5
Limited Time Parking	1
No Standing Any Time	8
No Standing 8AM to 4PM	1
No Standing 7AM to 9AM	1
No Standing 7AM to 6PM	1
No Standing 7AM to 10AM	1
No Standing 4PM to 6PM	7
No Standing to Corner	1
Loading Zones	19
Stop Control	13
Yield Control	10
Traffic Signal Control	1
One-way Streets	16
No Parking Left Wheel to Curb	1
No Parking Transit Lane	1
No Parking - Bus Stop	3
School Signs	1
Playground Signs	1
Speed Signs	1
Truck Limit Signs	3
Pedestrian Signs	3
Curve Signs	1
Miscellaneous	28

DISPOSITION OF INVESTIGATIONS
RESULTING FROM COMPLAINTS AND REQUESTS

Requests Granted	63%
Requests Denied	29%
Requests Pending	6%
Complaints Dropped	2%

Number of miles of parking prohibited 13.9

DOWNTOWN PARKING SPACE INVENTORYOff-Street Lots:

Public	6,511
Private	1,379
<u>Garages</u>	1,800
TOTAL OFF STREET	9,690
TOTAL ON STREET	838
GRAND TOTAL	10,528

The following is a summary of all revenues collected from parking meters and other parking facilities by the City of Providence:

<u>Year</u>	<u>Pershing Sq. Parking Lot</u>	<u>Street Meters</u>	<u>Number of Meters in Service</u>
1950	-----	\$110,799.77	1121
1951	-----	132,384.14	1621
1952	\$19,113.22	158,345.64	1659
1953	26,063.83	179,344.83	1774
1954	26,229.93	185,996.66	1765
1955	27,492.23	188,145.46	1851
1956	28,673.41	187,724.62	1824
1957	29,593.03	184,713.15	1845
1958	28,021.73	173,094.76	1824
1959	27,016.68	162,395.53	1813
1960	27,383.04	154,213.50	1802
1961	26,201.36	143,213.50	1728
1962	25,331.01	139,226.94	1685
1963	24,962.21	128,293.33	1638
1964	24,824.43	121,807.35	1595
1965	22,769.39	103,111.80	1435
1966	23,599.21	96,725.40	1503
1967	22,692.96	93,326.23	1525
1968	20,446.61	84,016.51	1500

The City also derived income from the Park 'n Lock Lot and the Francis Street Parking Deck.

Average Daily Volumes of Traffic
Entering and Leaving the City of Providence
On Arterial Routes

<u>No. (a)</u>	<u>Street</u>	<u>1963</u>	<u>1964</u>	<u>1965</u>	<u>1966</u>	<u>1968</u>
1	Red Bridge	21,300	22,000	29,300	30,200	29,300
2	Geo. M. Cohan Blvd.	57,000	65,000	70,000	70,100	72,200
3	Narragansett Blvd.	22,900	19,300	20,900	19,900	17,800
4	Broad Street	20,500	21,700	17,500	18,700	6,900
5	Elmwood Avenue	16,400	24,000	18,700	15,800	9,900
6	Narragansett Avenue	4,200(b)	3,700	3,500	2,200	3,700
7	Pontiac Avenue	6,700	6,900	5,300	5,600	6,000
8	Reservoir Avenue	36,800	42,000	42,600	21,400	20,000
9	Cranstone Street	17,300	13,200	13,800	16,500	17,400
10	Webster Avenue	6,200	6,100	3,900	6,400	4,400
11	Laurel Hill Avenue	3,400	3,600	2,200	3,400	3,100
12	Pocasset Avenue	10,100	10,000	10,900	10,800	7,900
13	Plainfield Street	11,700	12,600	11,600	10,300	5,200
14	Sunset Avenue	4,000	4,000	3,900	4,000	3,300
15	Hartford Avenue	17,400	20,600	22,100	19,800	13,400
16	Killingly Street	6,700	6,900	7,900	7,800	9,600
17	Manton Avenue	10,000	14,300	12,500	13,000	9,700
18	Fruit Hill Avenue	8,900	8,100	3,600	8,200	9,800
19	Smith Street	17,400	19,900	13,300	15,600	18,000
20	Admiral Street	5,200	5,700	4,200	5,300	3,900
21	Douglas Avenue	6,800	7,600	7,600	8,100	8,900
22	Louisquisset Pike	10,000	13,000	16,600	21,300	23,300
23	Charles Street	5,300	5,500	7,000	5,400	6,300
24	Smithfield Avenue	14,400	12,400	15,700	13,200	15,600
25	North Main Street	28,500	32,000	29,000	15,200	14,000
26	Hope Street	13,500	13,800	10,800	12,000	8,200
27(c)	Route I-95-Cranston Line	---	---	---	77,000	94,000
28(c)	Route I-95-Pawtucket Line	---	---	40,200	67,000	56,000
29(c)	Huntington Expressway- Cranston Line	---	---	---	10,000	17,000
		<u>382,600</u>	<u>413,900</u>	<u>444,600</u>	<u>534,200</u>	<u>514,800</u>

Notes: (a) See map on opposite page
(b) Estimated figure
(c) Not shown on map